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/THE OFFICE OF NAVAL INTELLIGENCE FURNISHED THE FOLLOWING INFORMATION TO CIA FOR IAC DISSEMINATION IN ACCORDANCE WITH PARAGRAPH 3 c OF NSCID #7 (DIO, 8ND No 175-56).7			
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<p>2. <u>Alphabetical Designators</u> In connection with information contained herein, specific points of interest are noted on photostatic copy of HO Chart No 5392 and referred to in this report by the following alphabetical designators:</p> <ul style="list-style-type: none"> A. Vessel anchored B. River steamer landing C. Berth D. Naval station area E. Shipyard F. Slipway G. Kiangnan Shipyard H. Five slipways I. Small drydock J. Three "river gunboats" K. Chinese vessels L. <input type="text"/> vessel M. <input type="text"/> vessel N. Two cranes O. Warehouse or manufacturing plant P. Iron works Q. Large factory 			
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<p>3. <u>Approaches and Pilot Data</u> <input type="text"/></p> <p>chart was used aboard the vessel for navigational purposes. the vessel's chart did not accurately show the positions of buoys.</p> <p>also inaccurate with respect to buoy positions and port facilities. Vessel</p>			
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The pilot boarded the vessel 291815H "between outer and second buoy." The pilot arrived via a steamer and was transferred in one of the two motor launches carried aboard the steamer.

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Pilotage at subject port is compulsory. Obstructions during the approach and reported the depth of the channel was sufficient for the vessel. The vessel's entering drafts (fresh water) were 25'4" forward and 25'1" aft. Just prior to the vessel's departure from subject port, a pilot and control party boarded the vessel at 060600H Apr 56. The pilot was discharged 061240H "between first and second port buoys." the pilot was "raw," evidently lacked experience, and appeared nervous.

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Cold weather and rain were encountered throughout the vessel's call at subject port. Wind from various directions at velocities between force four and force five was also encountered. The average temperature during the call was about 57°F.

4. Anchorage and Controls Vessel anchored 291848H "between second and third" buoys until 292158H when it again got underway.

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Vessel again anchored at 300100H at Wu-Sung. A boarding party consisting of 12 port officials and six military personnel boarded the vessel at 300200H. All six military personnel carried pistols. Radios, binoculars, cameras, flares, sextant, vessel's radar, and some provisions were placed under seal. Crew members were mustered in the saloon. A thorough search was made of the vessel "possibly for weapons." The boarding party departed from the vessel 300430H leaving two military personnel aboard the vessel as guards. The two guards remained aboard the vessel throughout the call. Vessel got underway 300440H and proceeded to a position in the river "between buoys four and five," position labeled designator A. Vessel arrived at designator A 310830H.

5. Harbor Craft approximately ten large diesel-powered tugs at subject port. All tugs were painted dark, olive green, were about 100 feet in length, and appeared to be in good condition. Several lighters and motor sampans were also seen. No dredges or salvage vessels were observed. A river steamer landing, position labeled designator B, was in constant use for both cargo and passengers.

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6. Cargo Operations and Berth Commencing 312200H, vessel discharged approximately one-third of the total cargo aboard to lighters. This operation occurred at position labeled designator A and was completed at 031400H Apr 56. At 031700H, vessel assisted by three tugs got underway for her berth, labeled designator C, and arrived there at 031900H. Berth was alongside a pontoon wharf as sketched in Figure 6a. Discharging operations resumed at 031900H with two to five gangs of stevedores unloading the cargo from the vessel in UNCODED shifts. Each gang consisted of 12 men who were given periodic rest breaks. All stevedores were young - apparently between the ages of 20 and 30. stevedores were not very efficient probably due to the fact they were not used to stevedoring. Most of the stevedores normally worked as railway employees. The cargo was first carried from the vessel to the pontoon wharf and from there to a shed. The shed was about 500 feet in length and constructed of mat sides and roof. When the shed had been filled to capacity, the cargo was then loaded in railway cars. On several occasions the stevedores had to wait two to five hours for a railway car to become available for loading. Miscellaneous provisions of good quality and reasonable prices were bought by the vessel. No bunkers were purchased at subject port. Discharging operations were completed 052120H. A pilot and control party consisting of six port officials and four military personnel boarded the vessel at 060600H. Control party departed the vessel at 060650H and the vessel got underway from berth at 060710H.

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7. Construction no new construction in subject port.

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8. Naval Installations a "naval station area" exists in area labeled designator D. Three to five "river gunboats" were moored alongside the station. no information concerning naval installations in the Wu-Sung area.

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9. Shipbuilding and Ship Repair A large shipyard was reported in the area labeled designator E. About five "river boats" were undergoing repairs including red-leading in the shipyard. One new boat, reportedly the largest in the yard, was estimated to be about 220 feet in length overall. The boat was being finished in the river alongside the only slipway at the shipyard. Slipway is labeled designator F. [] otUNCODED may have been sunk during World War II and were just raised for rebuilding. Area designated G indicates rough limits of the Kiangnan Shipyard. Five slipways at the Kiangnan Shipyard are designated H. [] the slipways could accommodate vessels up to "river boat" size. No heavy-duty steel cranes were observed in the area; only old-type wooden gaff and boom cranes were seen. An area which appeared to be a small drydock was observed at position labeled designator I. 25X1
10. Naval Vessels [] three "river gunboats" at position labeled designator J. Vessels were moored alongside the Kiangnan Shipyard. Vessels were about 200 feet long, had one stack, and appeared suitable for all-weather coastal navigation purposes. Vessels' armament was not noted. [] 25X1
[] 25X1
Three to five of the same type boats were moored alongside the "naval station area" designated D. No other naval vessels were observed.
11. Merchant Vessels Five or six Chinese coastal vessels of two-three thousand gross tons each were anchored in the river at positions designated by K. One of the Chinese vessels was waiting to discharge coal; the others were waiting to discharge general cargo. [] merchant vessel of about eight thousand gross tons was moored at position labeled designator L. [] vessel of about six thousand gross tons was sighted at M. [] "at least two river boats" arrived daily at subject port, each loaded with about three thousand tons of coal for discharge. [] 25X1
[] some of the coal was discharged at the buoys to lighters. The same boats also brought passengers to subject port. Apparently, the boats left subject port in ballast after discharging the coal and passengers. 25X1
12. Shore Activities Crew members were allowed ashore upon presentation of their Seaman's Book and the shore pass issued by the control party that had boarded the vessel on arrival. The majority of the crew participated in shore liberty. A Seaman's Club is present in subject port and some crew members went there for recreation. A 2300 curfew was in effect in subject port, but it was not strictly enforced.
13. Miscellaneous Two cab-type boom cranes were sighted at position labeled designator N. A warehouse or manufacturing plant was seen at position labeled designator O. The building had two smoke stacks from which brown smoke was seen coming out. [] the building was being used as a textile plant. [] a large factory in the general area labeled designator Q. Factory was well-built and of steel construction. Several smoke stacks were attached to the building and a great deal of activity was observed in the vicinity of the factory. All persons encountered in subject port appeared healthy and well-fed. However, no one would accept even a cigarette from a foreigner. Many of the poor families live aboard sampans in the river and use the river for washing, drinking, and dumping sewerage. No activity was observed at Iron Works, position labeled designator P. 25X1
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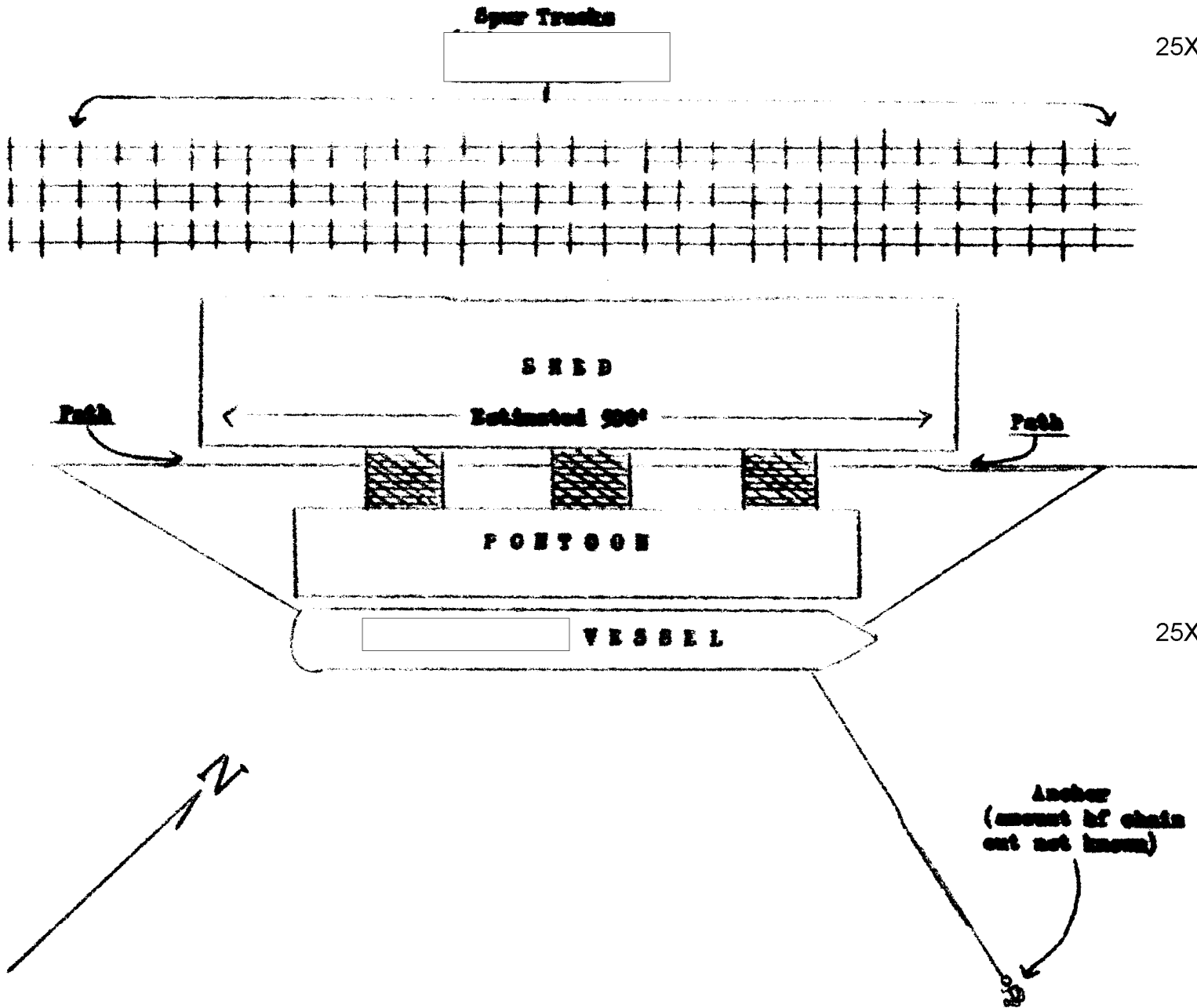


Figure 6a

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